



PROPOSED ACTION



What is the Proposed Action?

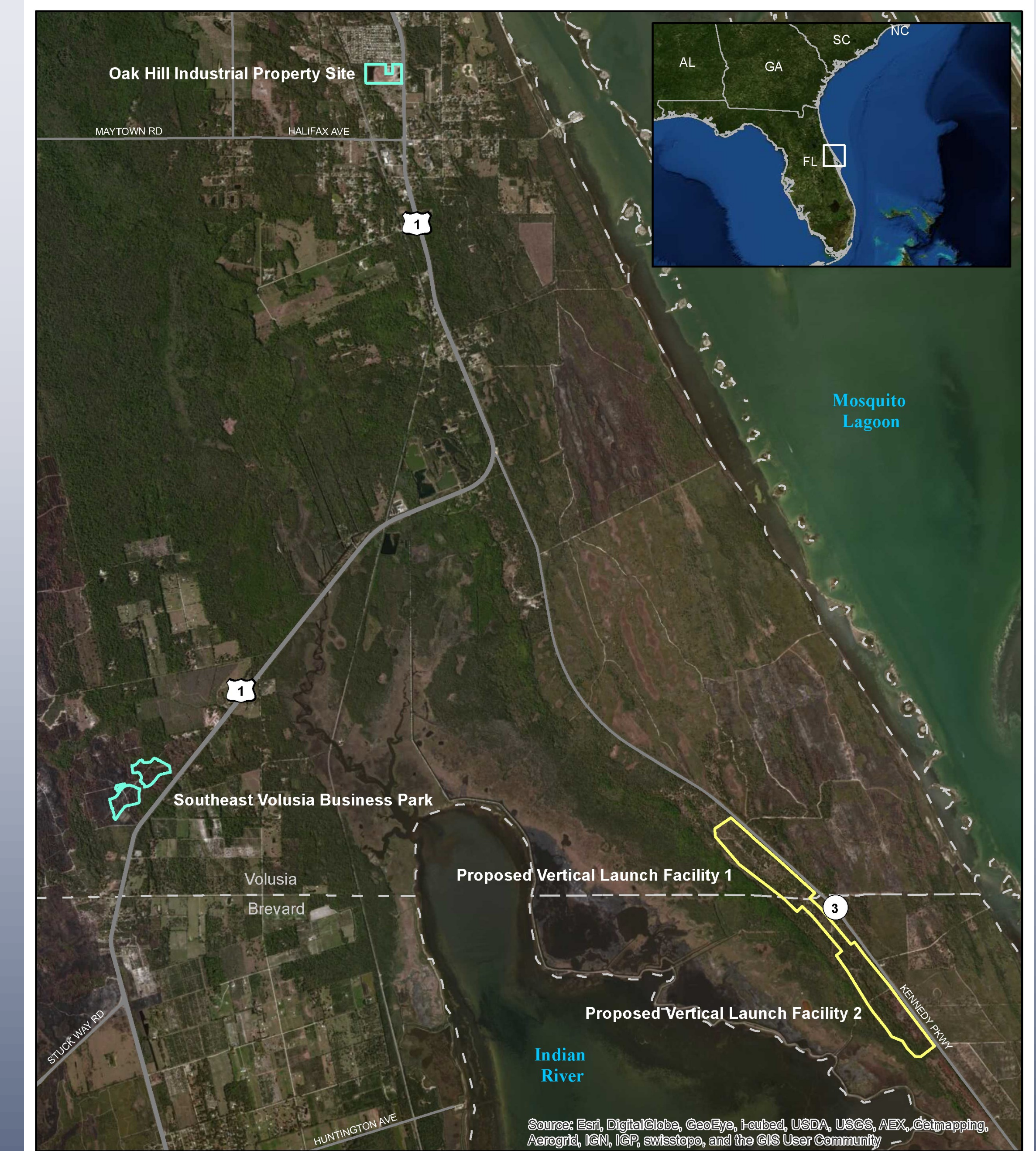
- The Federal Aviation Administration (FAA) is proposing to issue a Launch Site Operator License to Space Florida to operate a commercial space launch site (the “Shiloh Launch Complex”)
- Space Florida would offer the Shiloh Launch Complex to commercial launch operators
- Commercial launch operators would conduct launches of liquid fueled, medium- to heavy-lift class orbital and suborbital vertical launch vehicles
- Two vertical launch facilities and two off-site operations support areas would be constructed as a partnership between Space Florida and commercial launch operators

When?

- After the EIS process and permitting requirements are complete
- 2-year construction period

Why?

- Space Florida proposes to establish a non-Federal launch site that is State-controlled and State-managed. Space Florida’s goal is to provide launch site options other than Federal installations/ranges.
- The FAA Office of Commercial Space Transportation ensures that:
 - ✓ launch services provided by private enterprises are consistent with national security and foreign policy interests of the U.S. through the issuance of licenses and permits
 - ✓ public safety and the safety of property is not jeopardized



Where?

- Within Kennedy Space Center and Merritt Island National Wildlife Refuge, in Brevard and Volusia counties, Florida
- There would be two off-site operations support areas in separate locations from the Shiloh Launch Complex:
 - ✓ Oak Hill Industrial Property site (20 acres)
 - ✓ Southeast Volusia Business Park site (40 acres)

The No Action Alternative will be analyzed to serve as a baseline for the Environmental Impact Statement.



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Construction Activities*

Vertical Launch Facilities

- ✓ Launch pad, stand, and flame duct
- ✓ Landing pad
- ✓ Propellant storage facility
- ✓ Vehicle and payload integration facility
- ✓ Water tower
- ✓ Lightning protection systems
- ✓ Deluge water systems
- ✓ Water/wastewater supply and treatment systems
- ✓ Offices, storage and maintenance space

Off-site Operations Support Areas

- ✓ Launch vehicle pre-integration facility
- ✓ Payload processing facility
- ✓ Control center building

Operational Activities*

PROPOSED OPERATIONS	Vertical Launch Facility 1	Up to 12 launches per year	Up to 12 static fire engine tests or wet dress rehearsals per year
	Vertical Launch Facility 2	Up to 12 launches per year	Up to 12 static fire engine tests or wet dress rehearsals per year

- All launches would be conducted to the east over the Atlantic Ocean
- After a launch, the first stage could land back on the landing pad at the vertical launch facility from which it was launched
- Or, the first stage could land in the Atlantic Ocean, several hundred miles downrange, and would potentially be recovered by a ship

*Construction and operational activities are conceptual and may be revised based on scoping comments.



Based on comments received during the scoping process, the FAA may analyze additional alternatives.



NATIONAL ENVIRONMENTAL POLICY ACT



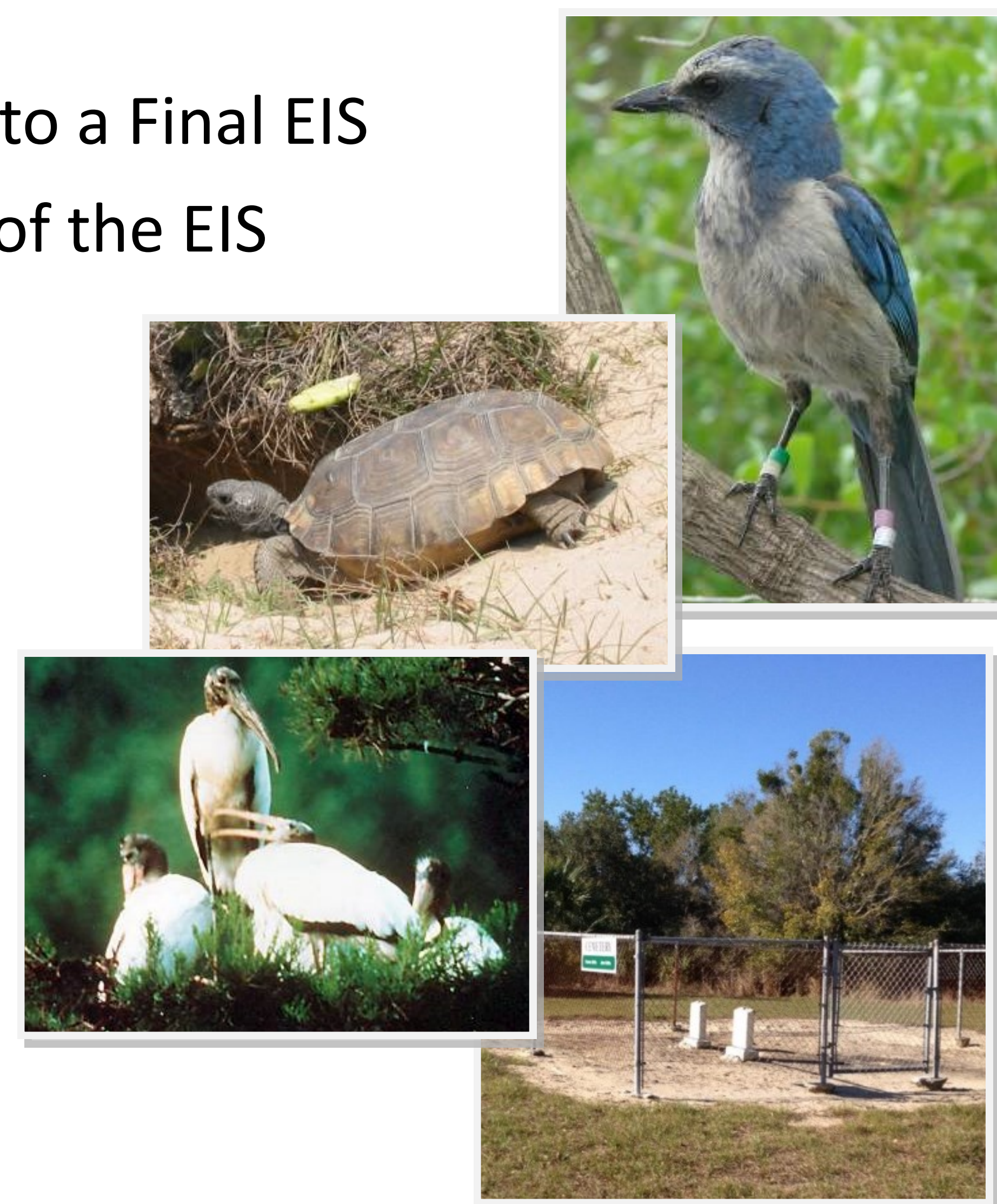
National Environmental Policy Act (NEPA) Process

- NEPA is the national law that requires all Federal agencies to evaluate potential environmental impacts of any major actions they may propose and to inform and involve the public in the decision-making process
- Findings will be published in a study called an Environmental Impact Statement (EIS) which will include:
 - Purpose and Need for Proposed Action
 - Existing Conditions of the Proposed Site
 - Proposed Action and Alternatives
 - Evaluation of Impacts and Mitigation Measures
- Your input during the Public Scoping Period (December 26, 2013 — February 21, 2014) will assist the FAA in identifying key environmental concerns that need to be further evaluated
- A Draft EIS will be made available for public review and comment
- FAA will review all comments on the Draft EIS and incorporate them into a Final EIS
- FAA will coordinate with other agencies throughout the development of the EIS

What is Important to You?

- | | |
|---|--|
| ✓ Air Quality | ✓ Historical, Architectural, |
| ✓ Coastal Resources | Archaeological, and Cultural Resources |
| ✓ Compatible Land Use | ✓ Light Emissions and Visual Impacts |
| ✓ Construction Impacts | ✓ Natural Resources, Energy Supply |
| ✓ Department of Transportation Act: Section 4(f) | ✓ Noise |
| ✓ Farmlands | ✓ Secondary (Induced) Impacts |
| ✓ Fish, Wildlife and Plants | ✓ Socioeconomic Impacts, Environmental Justice, |
| ✓ Floodplains | and Children's Environmental Health Risks and Safety Risks |
| ✓ Hazardous Materials, Pollution Prevention and Solid Waste | ✓ Water Quality |
| | ✓ Wetlands |
| | ✓ Wild and Scenic Rivers |

*The listed resources above are not an inclusive list and the environmental parameters addressed in this EIS will be consistent with the requirements of FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*.



EIS Process



The EIS will consider the potential environmental impacts of the Proposed Action and reasonable alternatives.

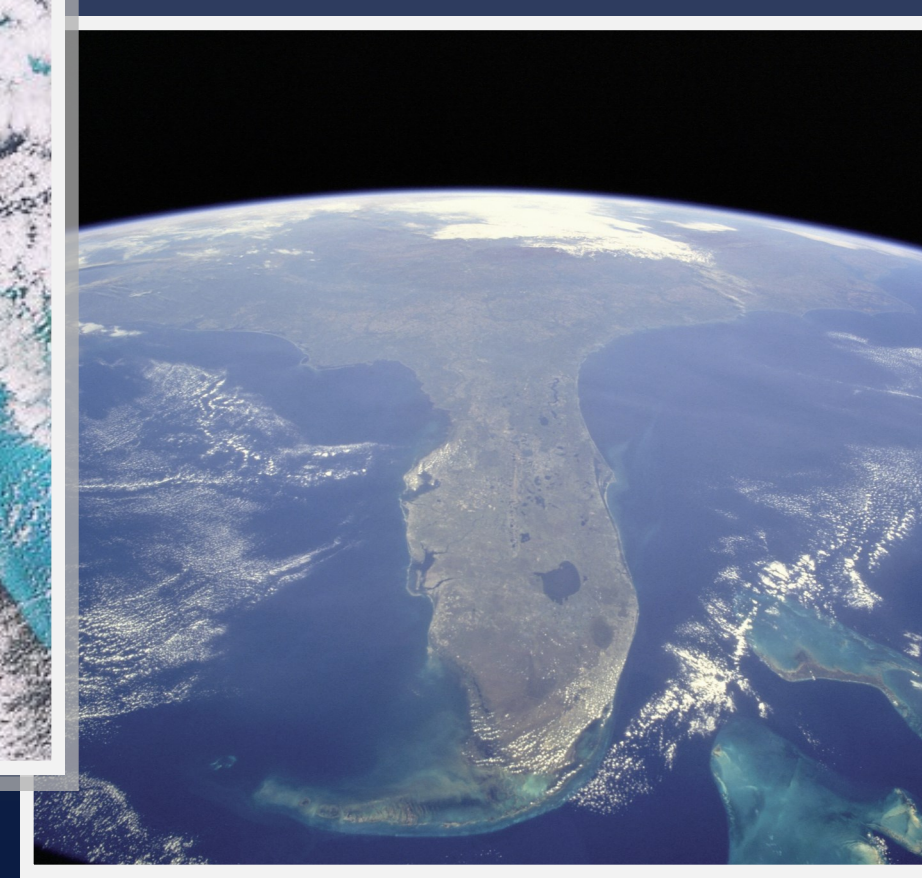
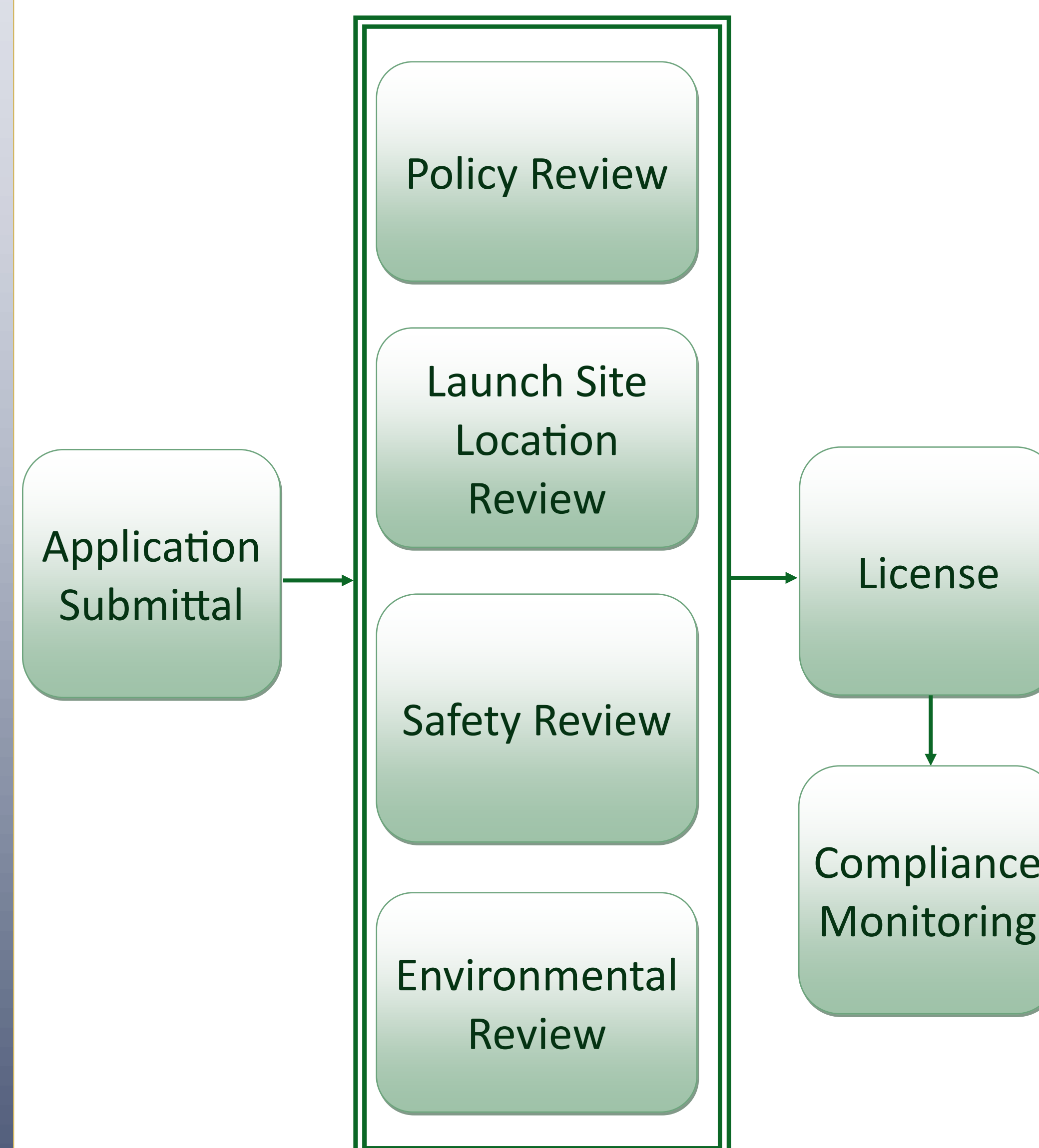


LICENSING AND PERMITTING



- Space Florida must apply to the FAA for a Launch Site Operator License.
- Access to the Shiloh Launch Complex would be controlled by Space Florida. The individual vertical launch facilities would be under the administrative control of the individual launch operators. These operators would be responsible for adhering to Space Florida policies and procedures as well as compliance with the FAA's regulations.
- FAA statutory requirements for licenses are described in 14 CFR Chapter III, Parts 400-450.
- FAA conducts a review of the license application including a policy review, launch site location review, safety review and environmental review.
- Successful completion of the environmental review does not guarantee that FAA would issue a Launch Site Operator License to Space Florida.

Launch Site Operator Licensing Review



- **Policy Review** – Determines whether potential exists to affect U.S. national security or foreign policy interests, or international obligations. Includes interagency review of the proposal. Policy Review procedures are described in 14 CFR Part 420.15(a)(3).
- **Launch Site Location Review** – Applicant must demonstrate that for each launch point proposed, at least one type of expendable or reusable launch vehicle can be flown safely. Launch Site Location Review procedures are described in 14 CFR Parts 420.19 – 420.29.
- **Safety Review** – Licensee is responsible for public safety and must demonstrate an understanding of the hazards and discuss how operations will be performed safely. Safety Review procedures are described in 14 CFR Parts 420.51 - 420.71.
- **Environmental Review** – Proposal must be reviewed under the NEPA. This EIS process fulfills the environmental review portion of the license application. No decision can be made or license issued until the NEPA process is completed.

The project must meet all FAA safety requirements.



PUBLIC INVOLVEMENT



Participate Today

There are

5

ways to comment

No later than **February 21, 2014**

1. Provide written comments at today's meeting
2. Talk to our stenographer who can record your comments
3. Submit comments electronically to ***faashiloheis@cardnotec.com***
4. Fax your comments to **(434) 295-5535**
5. Mail your comment form to:

Ms. Stacey M. Zee, Environmental Protection Specialist
Federal Aviation Administration
Shiloh EIS
c/o Cardno TEC Inc.
2496 Old Ivy Road, Suite 300
Charlottesville, VA 22903

Your Input is Important

- Please ask questions. FAA representatives are here to talk to you about your concerns
- Please provide comments. This will help us understand your concerns

How Will My Comments be Used?

- Scoping comments will be used to develop areas of study
- All comments will be considered

Participate in the Future

- Please add your name to the mailing list to receive future notices
- Check your local repository and newspapers for new information
- Review the Draft EIS findings
- Provide your comments on the Draft EIS
- Participate in the Public Meeting following the publication of the Draft EIS



Your input throughout the EIS process is important.



AGENCY COORDINATION



Endangered Species Act, Section 7

- For Endangered Species Act (ESA)-listed species, Federal agencies are required to ensure that their actions do not jeopardize the continued existence of an endangered or threatened species or its critical habitat, if designated.
- The FAA will consult with U.S. Fish and Wildlife Service (USFWS) on ESA-listed species and critical habitat under the jurisdiction of USFWS

Department of Transportation Act, Section 4(f)

- Established by the Department of Transportation Act of 1966, Section 4(f), which applies only to agencies within the Department of Transportation, was designed to protect publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historical sites. Any project that receives funding from or requires the approval of the Department of Transportation, including the FAA, must be analyzed for compliance with Section 4(f).



*The FAA will conduct additional consultations in accordance with NEPA and FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*.

National Historic Preservation Act, Section 106

- Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to consider the effects of their undertakings on historic properties.
- A historic property is any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP).
- FAA must consult with the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), and other interested parties.
- When a Federal agency determines an undertaking has the potential to adversely affect NRHP resources, the agency must notify the Advisory Council on Historic Preservation (ACHP).



Elliot Plantation

- The Elliot Plantation is a large, multicomponent archaeological complex in Volusia County.
- Dating to the 1760s, this site is the southernmost and earliest British period sugar plantation in North America. It contains a significant African-American landscape.
- The National Park Service Southeast Archeological Center has been conducting archaeological investigations and has recommended the Elliot Plantation eligible for inclusion in the NRHP and for consideration of National Historic Landmark (NHL) designation.

The views of the public are also essential to informed Federal decision making in the consultation processes.